

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG	"KLIXIT" Capt. O. Pabke	WEDNESDAY, 1st Dec., Noon.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"GOEBEN" Capt. B. Wohlbach	About WEDNESDAY, 1st Dec.
MANILA, YAP, NEWGUINEA, SAMARAI, BRISBANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR" Capt. F. Isacke	FRIDAY, 3rd Dec., Daylight.
YOKOHAMA and KOBE	"PRINZ SIGISMUND" Capt. D. Lenz	About SATURDAY, 11th Dec.
KUDAT and SANDAKAN	"BORNEO" Capt. F. Sembill	Middle of December.

For further particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 24th November, 1909.

[5]

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.

TO and FROM JAPAN via SHANGHAI.

FOR	STEAMERS	CAPTAINS	TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA, POLYNESIEN	Broc.	6th Dec., P.M.	
MARSHALLES, VIA PORTS	ERNEST SIMONS	Girard	7th Dec., at 1 P.M.
HANSHAI, KOBE, YOKOHAMA, OCEANIEN	Sellier		8th Dec., P.M.
MARSHALLES, VIA PORTS	TONKIN	Charbonnel	11th Dec., at 1 P.M.

Transhipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £1,100, 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDING.

[9]

MESSAGERIES CANTONAISES.

HONGKONG-CANTON-KWANGSI RIVER SERVICE.

S.S. "PAUL BEAU" and "CHARLES HARDOUIN"

Capt. Maraval (1900 tons 14 knots) Capt. Biensime
DEPARTURE:
From HONGKONG the Co. Wharf near Wing-Lok Street Every Night at 10 excepting Saturdays.
From CANTON (French Concession, Shamoon) Every Evening at 5.15 excepting Sundays.

FARES: 1ST CLASS \$5.00, 2ND CLASS \$2.00.

French Cuisine and Wines of the Best Vintage. Meals, \$1.50.

S.S. "ROBERT LEBAUDY" Capt. Vivier
CANTON-WUCHOW SERVICE—SEE SCHEDULE.

For further information, apply to—

HEAD OFFICE, Canton.

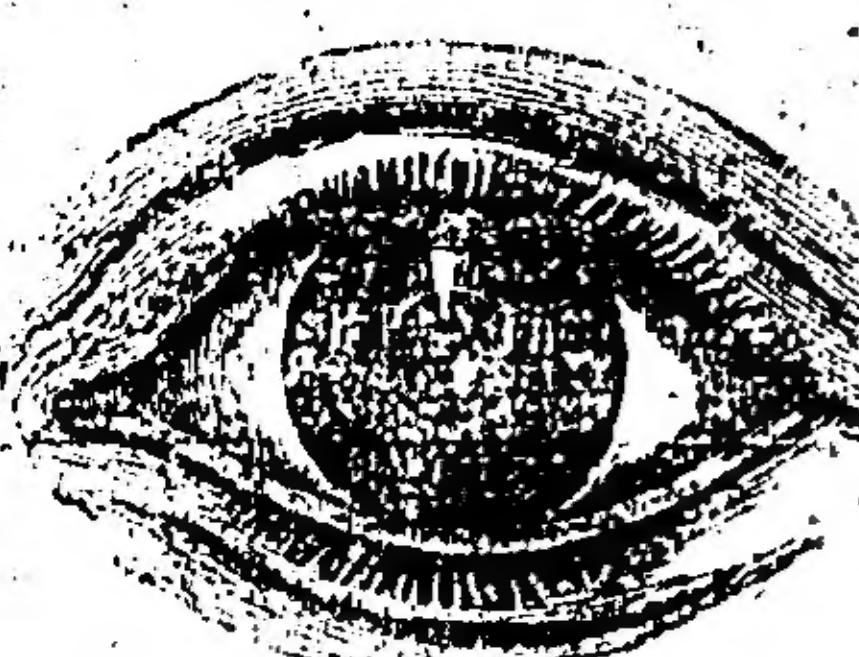
P. A. LAPICQUE & CO., Hongkong (4 Queen's Building, Tel. No. 950)

N.B.—Guides (\$2.00), sedan chairs and bearers (\$1.00) can always be engaged at Canton by starting at about 8 o'clock in the morning on a visit to the picturesque Chinese City, the tourist will find time to view the shops and other places of interest returning to Shamoon at about 3 p.m.

Hongkong, 14th November, 1909.

[14]

Intimation.



RIGHT!

EYES

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.While your eyes free of charge, and if they are wrong will put them right,
Lenses Ground. All kinds of Optical. Spectacles for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight,"—free.

LONDON, 50, Bedford Row, W.C. CALCUTTA, 59, Bepinatty Street. SHANGHAI, 106, Nanjing Road. Hongkong, 14th Nov. 1909.

[15]

Intimations.

THE YOKOHAMA DOCK CO., LTD.

NO. 1 DOCK.

Docking Length

515 ft.

Width of Entrance

80 "

Water on Blocks

18 "

NO. 2 DOCK.

Docking Length

376 ft.

Width of Entrance

50 "

Water on Blocks

26 "

NO. 3 DOCK.
(IN COURSE OF CONSTRUCTION.)

Docking Length

481 ft.

Width of Entrance

63 "

Water on Blocks

21.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable

of lifting 40 tons. Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt. Liebers, Scott, A. L. and Watling. Yokohama, April 28th, 1903.

JUST LANDED:

The well-known and famous brandy.

"BISQUIT-DUBOUCHE & CO."

Per Bot.

XXX. Very Old Fine \$2.50

V.O.C.B. Guaranteed 20 Years

Old 5.50

ALSO

QUINQUINA, DUBONNET

FRENCH STORE, Sole Agent.

Hongkong, 30th April, 1909.

[40]

REGRET

You will NEVER if you

VISIT

MOHIDEEN & THABA,

in

D'AGUILAR STREET,

the

NEW JEWELLERS

AND DEALERS

in

CEYLON PRECIOUS

STONES

of every description, and

other GEMS.

Hongkong, 1st August, 1909.

[41]

To Let.

OFFICES and ROOMS on the 2nd

Floor of No. 14, Des Voeux Road

Central (formerly occupied by Messrs. Shaw, Tomes & Co.).

To Let.

IN NO. 6, DES VOEUX ROAD CENTRAL,

One Godown.

VICTORIA BUILDING, ROOMS suitable for OFFICES.

ROOMS in COLLEGE CHAMBERS, NO. 31,

WYNDHAM STREET.

Apply to—

DAVID SASOON & CO., LTD.

Hongkong, 18th November, 1909.

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Intimation.

Powell's

ALEXANDRA
BUILDINGS.FURNISHING DEPARTMENT
FIRST FLOOR BY LIFT FOR

CR CKERY

DINNER WARE

Best English China and
Earthenware, Smart Designs
in 54-70-108 Piece Sets
from \$15 to \$125 Per set.Our Stock Line, in all White,
is Worthy for Your Notice.
This we are offering in 52
Piece Sets at \$18.00 and 70
Piece Sets at \$27.50 or any
Separate Piece Sold.BREAKFAST AND
TEASETSFinest English China, Tastefully Decorated in the Latest
Patterns 29 and 40 Piece
Sets from \$6.75 to \$45.Our Stock Line, in White and
Gold, is a Fine Thin China,
Fit for any Home. 40 Piece
Sets \$8.25 or any Separate
Piece Sold.

TOILET WARE

New Consignment of our well
known White and Gold
Quality at \$7.50 per set.
Breakages Replaced from
Stock.

ALSO

"Scipio" Art Design in Celeste Blue, Orange, Bronze
Green and Crushed Strawberry Colourings Bright
Lustrous Shades.POWELL'S
ALEXANDRA
BUILDINGS.
and

28, Queen's Road.

Hongkong, 20th November, 1909. (29)

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions
from The Registrar, Supreme Court,
to sell byPUBLIC AUCTION,
TO-MORROW (FRIDAY),
the 26th November, 1909, at 11 A.M.,
THE GOODS AND CHATTELS
of G. Bartolone of Chater Road,
Comprising:-A Quantity of CONFECTIONERY, GLASS
SH. W. CASES, MARBLE-TOP TABLES,
CHAIRS, GLASS and E-P. WARE, ELECTRIC FANS, &c., &c.TERMS:-As usual.
HUGHES & HOUGH,
Auctioneers,
Hongkong, 15th November, 1909. (79)

PUBLIC AUCTION.

THE Undersigned have received instructions
to sell byPUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
onSATURDAY,
the 27th November, 1909, at 2.30 P.M., at their
Sales Rooms, No 8, Des Voeux Road,
corner of Ice House Street.SUNDY VALUABLE
HOUSEHOLD FURNITURE,
Comprising:-

SILK, TAPESTRY-COVERED DRAWING ROOM SUITE, TEAKWOOD OVERMANTELS with BEVELLED GLASS, BOOKCASES, TEAKWOOD SIDE-BOARDS and DINNER WAGGONS with BEVELLED GLASS, MARBLE-TOP DRESSING TABLE and WASHTAND with BEVELLED GLASS, HATSTANDS, Double and Single BRASS-MOUNTED BEDSTEADS with WIRE and RATTAN MATTHESS, CARPETS, GLASS, CROCKERY and E-P. WARE, CANTON CRAFT BLACKWOOD WARE, BRASS and IRON FENDERS, COOKING STOVE and UTENSILS;

ALSO
One COTTAGE PIANO.
Catalogues will be issued.
TERMS:-As usual.
HUGHES & HOUGH,
Auctioneers,
Hongkong, 23rd November, 1909. (79)BY ORDER OF THE MORTGAGEE,
PUBLIC AUCTION.M. GEO. P. LAMMERT has received
instructions to sell byPUBLIC AUCTION,
onTHURSDAY,
the 2nd day of December, 1909, at 3 o'clock
in the afternoon, at his Sales Rooms, in
Duddell Street, Victoria, Hongkong.THE FOLLOWING
VERY VALUABLE LEASEHOLD AND
RECLAMATION PROPERTIES
IN FOUR LOTS.The Properties consist of:-
LOT 1—All that Piece or Parcel of Ground
situate at Victoria in the Colony of Hongkong and known and registered in the Land Office as Section B of Marine Lot No. 14 together with the message erections and buildings thereon known as No. 8, Bulb in Strand area, 1,689 square feet. Term 99 years. Annual Crown rent \$30.19.LOT 2—All that Piece or Parcel of Ground
situate at Victoria aforesaid and known and registered in the Land Office at Sub-section 4 of Section B of Marine Lot No. 6 together with the message erections and buildings thereon known as No. 6, Barbara Strand, Term 48 years. Annual Crown Rent \$60.LOT 3—All that Piece or Parcel of Ground
situate in the Dependency of Kowloon and Colony of Hongkong and known and registered in the Land Office as Sub-section 3 of Section A of Kowloon Inland Lot No. 713 together with the message erections and buildings thereon known as No. 18, Shanghai Street, Area 1082 square feet. Term 75 years. Annual Crown rent \$7.50.LOT 4—All that Piece or Parcel of Ground
situate at Victoria aforesaid and known and registered in the Land Office as Section D of Playa Reclamation to the Remaining Portion of Marine Lot 37a (held under and upon the terms and conditions of two several Agreements relating to the Reclamation in front of Marine Lot No. 37a Remaining Portion dated respectively the 5th October 1899 and the 9th June 1899 and respectively made between Bruce Shepherd Acting for and on behalf of the then Governor of Hongkong of the one part and Tsun Tak Tong of the other part and between the said Tsun Tak Tong of the one part and His Excellency Sir Henry Arthur Blake, G.C.M.G., Governor and Commander-in-Chief of the said Colony of Hongkong and its Dependencies and Vice-Admiral of the same of the other part; by the first of which Agreements the Governor agreed to grant to the said Tsun Tak Tong his executors administrators and assigns a Crown Lease of the said premises for the term of 999 years upon the terms and subject to the conditions in the said Agreement mentioned and by the second of which Agreements in consideration of the Governor letting the said Tsun Tak Tong into possession of the said premises the said Tsun Tak Tong agreed (inter alia) to pay to the Governor the annual Crown rent of \$70.00 together with the message erections and buildings thereon known as No. 52 Connaught Road West and No. 1 Des Voeux Road West Area 791 square feet. Proportion of Annual Crown rent \$15.50.

For further particulars and conditions of sale, apply to—

Messrs. JOHNSON, STOKES & MASTER,
Solicitors for the Vendor,
or to

Mr. GEO. P. LAMMERT,

The Auctioneer,
Hongkong, 15th November, 1909. (79)

THE "LA SEYNE" DISASTER.

LATEST DETAILS.

It is a melancholy satisfaction that out of the tragedy of the Rhio Straits, there emerge, as the details become more widely known, accounts of many acts of heroism on the part of those who were so suddenly called upon to fight for their lives, says the *Singapore Free Press* of the 16th last. The act of Glendining, the sailor, who in a water infested by sharks, called out to his rescuers to save others before they rescued him, the brave attempt of Maxwell to save the life of a lady passenger thwarted, unhappily by the action of some Malays who tried to cling on to him, and many other acts which have not come to light but undoubtedly occurred; bring consolation to some extent for the grief caused by the disaster. Maxwell barely saved his life as he was scrambling on to a raft at the moment when a shark napped at and gashed his leg. Glendining, when pulled on board the boat aided materially in the work of rescue, and Mr. Adam of the *Onda* jumped into the water and saved a Chinaman who had nearly gone down. Of the saved it appears that Muller, Bolton, Glendining and Suliba are British seamen, the two unaccounted for being named D. Driscoll and G. Craig. Mr. Habb who was lost was a British diamond merchant residing in Paris. Mr. Dreyfus who was saved is the well known local agent of Pathé frères. Mr. Tolins was a Parisian actor, as was Mr. Delacroix, who unfortunately lost his life. Madame Saint Ange, Mlle Desirée and Mlle Barthé, we have as yet been unable to trace, but Baron and Baroness de Beovitsky were, we understand, Austrian nobilities who were touring in Java and the East. Mr. Maxwell was, as stated yesterday, the son of an engineer and sugar machinery manufacturer of London, Mr. D. W. F. Maxwell.

During yesterday certain statements were made in the Master Attendant's office, Captain Daggie, it is understood reducing to writing certain matters in connection with the occurrence. The Captain, whose promptness and decision with that of his officers and crew contributed to the saving of so many lives, is deeply affected by the sad accident.

THE R. M. ONDA IN DRY-DOCK.
Catalogues will be issued.
TERMS:-As usual.HUGHES & HOUGH,
Auctioneers,
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Hongkong, 15th November, 1909. (79)

WHARFESIDE STORIES.

The main topic of conversation along the wharves, yesterday, was the disastrous collision, and many theories, suppositions, and ideas were forthcoming as to how the calamity occurred. These, of course, are merely to be taken for what they are worth, and at this juncture the circumstances could not be expressed in a newspaper. It is an agreed point, however, that where the wrecked *La Seyne* was lying in about 15 fathoms in Rhio Straits she is a danger to navigation and the spot must immediately be buoyed or else the wreck

blown up.

Many stories and incidents are abroad concerning the *La Seyne*, but no report has yet come to hand of the man who was luckily compelled not to sail from Batavia but he, no doubt, will be heard of later on. It will be remembered that mention some time ago was made of the *La Seyne* having slipped her anchor and that this emblem of hope, after two days search, could not be found. Superstitious folk are now to the fore, who declare that that loss of her anchor was the forerunner of the present calamity. Strange to say the lost anchor has since come to light and orders were given to slip it to Saigon by the M. M. steamer *Tonkin* which left yesterday.

Patent indeed are other incidents in connection with the steamer's non-arrival at the Borneo Wharf. About ten o'clock on Sunday morning a small crowd was walking up and down wondering why the steamer had not arrived. One person who was asked was he

expecting anyone. "Yes," he replied, "I am expecting my wife, has anything happened?"

"The steamer is disabled," replied an official, not wishing to break the terrible news too suddenly. Time went on, when the facts had to be disclosed and the bereaved husband sank down utterly overcome by the news.

Another incident is related of a Jawish merchant, who had \$60,000 worth of goods on the steamer and was anxiously expecting her arrival. When he was told of the wreck he utterly refused to credit it, but when he realized that such was the case he wrung his hands and roared up and down as one demented.

LATEST INFORMATION.

Enquiries made late last night show that prompt action has been taken in at least one quarter to try and minimize the danger to navigation. Every report on the occurrence agrees that the wreck is right in the track cutter, formerly taken by shipping from Batavia, and is a serious menace to navigation. The Harbour Master of Rhio, Mr. Van Schreven, was on board the *La Seyne* Pit yesterday when the wreck was sighted. He knew nothing of the occurrence at the time but sighting the Schiff Bahru, some little while later, he had her signalled and instructed the Captain to take one of his own red lights and another red light with which he supplied him, to the lighthouse keeper at Pulo Sau with strict instructions to group them on the masts of the *La Seyne*, and light them each evening at six o'clock. It will thus be seen that at any rate the wreck is temporarily lighted.

Considerable anxiety was felt last night as to one of the Paketvaart boats which was due to arrive in port between midnight and morning. There had of course been no chance of warning her, and it was felt she was in considerable danger of hitting the wreck; her arrival this morning will be anxiously awaited.

The *La Seyne* Pit reports passing a lot of wreckage passengers' luggage etc. in Lat. 0.55 N. Long 104.30 E.Captain Hulscher of the *Tr. gondi* which came up from Batik Papau also reports on the wreck as follows. Steamer sunk in Rhio Straits. Position boat lighthouse of Pulo Sau N. 36 W, true about 200 yards West from the lights of Pulo Tanjung in line. Position of wreck east and west, head east. Foremast broken down. At low water foremast about ten feet.

Very dangerous for passing at night.

The Master Attendant, Commander Radcliffe, R.N., has issued the following Notice to Master Mariners:-

NOTICE TO MARINERS.

Rhio Straits—Dangerous Wreck.
The sunken steamer *La Seyne* lies in the following approximate position.

Pulo Sau Lighthouse, N. 32 deg. W. (Magentic) distant two and three-tenths miles.

Latitude 1 deg. 10 min. 30 sec. N.

Longitude 104 deg. 12 min. 10 sec. E.

The vessel lies about 200 yards westward of the line of leading lights on Pulo Tanjung, and at L. W. O. S. T. the foremast shows about 4 feet and the mainmast about 18 feet above the surface.

Great caution is necessary.

OPIUM SUPPRESSION.

INDIAN IMPORTS INTO CHINA.

Examining this great fixture it is curious to note that lying within the aperture are some of the deck plates of the *La Seyne* which were wenched off when after the ship's met, the *Onda* backed out and dragged them with her. Fortunately for the British India steamer she is provided with efficient watertight bulkhead compartments, so that when a hole was driven into her just about the sixth foot draught mark, she suffered nothing more than the inconvenience of this filling and was enabled to steam back to port without undue anxiety. The spot where she has suffered injury is about the best that could be selected, for had she struck further along, or amidships itself, the chances are she might have sunk along with the French steamer. The work in hand will be arduous, as where the stem joins the keel it will entail a large amount of splicing and though she was "flying light" at the time of the collision there may probably be a good deal of interior work to be done above the gap itself that the casual observer from the shore knows nothing about.

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Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.
LIME FRUIT CHAM-
PAGNE.
ORANGE CHAMPAGNE.
STONE GINGER BEER.PALATABLE
AND
REFRESHING.

Watson's

FRUIT SYRUPS

mixed with aerated or plain water
make excellent refreshing beverages.Guaranteed to be made from the
pure juice of sound ripe fruit.A. S. WATSON & CO.,
LIMITED,

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909

subject; is becoming a somewhat serious question in China. Not only in Shanghai but also in other ports complaints may be heard that the conditions under which Indians are allowed to quit their native land and to come to China are unsatisfactory and require alteration. So serious is this question, so far as it concerns the police force in Shanghai, that the employment of Sikhs in the S.M.P. may necessitate inquiry as to the possibility of selecting an altogether different class of Indian recruit. The whole crux of this question lies in the fact that many natives of India are completely thrown off their balance mentally and morally on arrival in China by the, to them, extraordinary conditions in which they find themselves. Deprived of the controlling influence which their home environment supplies in the shape of native public opinion, and freed from the wholesome guidance which their religious authorities exert very strongly, these men find themselves let loose to not only use, but abuse, the ordinary freedom of action of a decently brought-up European, and this because unfortunately for themselves and this community they are allowed a latitude such as Orientals brought up under the conditions these Indians have been cannot stand. In other words, we take it, the Sikh who formerly worked for a few annas a day and is now earning a dollar a day, has lost his financial perspective. In the words of the American he fancies he is "it." We quote again from Colonel Bruce's report: So far as concerns the S.M.P. and the bad characters to whom reference has been made above, the immediate trouble may be put down to reports of the Eastern Pacific coast at the present time. To endeavour to free themselves from their just and legal contract with the Municipal Council has therefore been the main object of these Sikhs. It is useless to try and place before such men the fraudulent nature of their actions, or to attempt to reason with them. Men of this kind are lost to all sense of decency and can only be controlled by a disciplinary code, which, while absolutely just, is severe, and able rapidly to be enforced. And there the gallant Colonel ends. No solution, no suggestion, no proposal for a middle course. Might we be allowed to submit an idea on the subject? In various places in the East, notably in first-class tailoring establishments, Indians are engaged as—we do not know the exact term—workmen. They are brought from India under indenture. They live and have their being together, same as the police. They receive enough money to keep them in the smaller luxuries required over and above their "chow." They receive medical and, no doubt, spiritual attendance without cost. At the end of their term they are returned to India and the balance of the money earned by them is handed to them immediately on arrival. That system prevails and is extremely popular in Bangkok. Is it possible that such a scheme would work in Shanghai as well as in Hongkong? Private firms had it handy; why not the Government? Then there would be little or no talk of fabled Alabam.

From an early hour this forenoon Statue Square was guarded and patrolled by the military and the police and entrance to the charmed circle could only be obtained by the possession of a ticket. The usually deserted square was crammed with troops resplendent in their winter uniforms, while on all sides flags and banners fluttered in the breeze which came in gusts from the sea. Two grandstands had been erected within the square, one beside the shrouded figure of Her Majesty the Queen and the other alongside the statue of the Princess of Wales. These stands were carefully set apart for the *bon ton* of Hongkong, the first being kept as the special preserve of the alleged gentry of the Colony while the other was set apart for the shabby-genteel. The rag, tag and bobtail were allowed to kick up their heels half a mile away, or they might endanger their lives by clambering up to the roofs of the six or seven-storey office buildings which form one side of the square. As for the Chinese they were conspicuous by their absence, a fact that reflects little credit on those who had the duty of distributing the admission tickets. The fact of the matter is the entire arrangements bore the stamp of petty-class jealousy and were admirably calculated to give rise to those feelings of envy, malice and uncharitableness against which we are specially supposed to guard.

KING EDWARD'S
BIRTHDAY.

NOTABLE CELEBRATIONS IN HONGKONG.

STATUES OF THE QUEEN AND PRINCESS OF WALES
UNVEILED.

GOVERNOR REVIEWS THE NAVAL BRIGADE.

INVITED GUESTS TO THE STATE BALL.

To-day, the official celebrations in honour of His Majesty the King were carried out in a manner which afforded the residents of this far distant appanage of the British Empire an opportunity of giving full and abundant expression to their feelings of loyalty to Edward the Seventh. The occasion was unique. In the annals of Hongkong for not only was the national day, recognised by the community but statues of Queen Alexandra—presented by the subscribers to the Coronation Fund—and of the Princess of Wales—presented by Mr. H. N. Mody—were unveiled by His Excellency Sir Frederick Luard. An additional feature of the day's proceedings was the review of the naval brigade and the inspection of the new Admiralty dockyard. It may be asserted then without question that the spectacular character of the celebrations have seldom been paralleled in Hongkong before, and the only regret that can be expressed is that so few Chinese were permitted the chance of seeing the special features of the ceremonies.

IN STATUE SQUARE.

From an early hour this forenoon Statue Square was guarded and patrolled by the military and the police and entrance to the charmed circle could only be obtained by the possession of a ticket. The usually deserted square was crammed with troops resplendent in their winter uniforms, while on all sides flags and banners fluttered in the breeze which came in gusts from the sea. Two grandstands had been erected within the square, one beside the shrouded figure of Her Majesty the Queen and the other alongside the statue of the Princess of Wales. These stands were carefully set apart for the *bon ton* of Hongkong, the first being kept as the special preserve of the alleged gentry of the Colony while the other was set apart for the shabby-genteel. The rag, tag and bobtail were allowed to kick up their heels half a mile away, or they might endanger their lives by clambering up to the roofs of the six or seven-storey office buildings which form one side of the square. As for the Chinese they were conspicuous by their absence, a fact that reflects little credit on those who had the duty of distributing the admission tickets. The fact of the matter is the entire arrangements bore the stamp of petty-class jealousy and were admirably calculated to give rise to those feelings of envy, malice and uncharitableness against which we are specially supposed to guard.

TACTLESS ARRANGEMENTS.

Right away from the various entrances to the Square the general body of the public were herded back as if they were so much dirt and had no right to be on the scene at all. Now and then a gorgeous lady, accompanied by a top hat which did duty ten years ago, when the owner was a girl, emerged from the hoi-polloi and with that brand of hauteur described as *la ducasse* sought her privileged seat on the "gaily decorated stand which had been specially erected for her comfort and convenience. But even "my lady" had to be scrutinised by some functionaries before she was permitted to deposit her large and important person on the sacred beach—erected for those officially regarded as belonging to the *elite*. The sheep were separated from the goats so to speak, the first being allowed to mingle with the really and truly magnificent set. The second lot, that is to say the goats who were just on the verge of stepping into Society and could faintly see over the brink but no farther, were relegated to what some wild humorist had labelled the "public stand." The members of the Fourth Estate being neither fish, flesh nor good red herring found places for themselves as best they could. Caution, it did seem absurd that the very people who would have most enjoyed the spectacle when the states were being unveiled and the men of the Navy and Army were marching past His Excellency, the Governor, should be the only people to be excluded from the exhibition—we refer to the Chinese. It showed a woeful want of tact and good feeling. It smacked of bureaucracy, of snobbery and jobbery, and was redundant with the scent of that class prejudice which on the occasion of the King's Birthday, if at no other time, should have been sedulously concealed. At all events, the favoured few, the guaranteed hall-marked crowd and the silver-plated variety comprised about half a dozen scores of seafarers in this land of the free and the brave.

THE OFFICIAL STAND.

Among the large and distinguished gathering of those on the official stand were the following:—His Excellency General Sir Joachim Machado, K.C.M.G., Bishop Dr. Porzoni, the Hon. Mr. W. Rees Davies, Sir Francis, Lady, and the Misses May, Rev. Fr. P. de Maris, Capt. J. M. R. Norton; Capt. Almeida, Lieut.-Com. Salazar Moscoso, Lieut. Pinto Basto, Messrs. Caldeira da Amaral and Heitor Araujo; H. M. F. M. Pinto da Gama; Colonel Foster, R.E., who is a visitor passing through the Colony; Capt. Mysing, Capt. Von Bredow, Lieut. Bachmann, H. G. M. Jagger, Capt. Cunha Lima, H. M. F. M. Rainha Dona Amella; Dr. and Mrs. E. Vorozib, Mr. Justice H. H. J. Comperis, Mrs. and Miss Lyon, Mr. and Mrs. Von Weiser, Mr. and Mrs. Stuart Fuller, Capt. and Mrs. Lyons, Capt. Heathcote, Mrs. Blanchflower, the Hon. Mr. P. N. H. Jones, Mr. and Mrs. J. P. N. Mody, Messrs. R. A. Gubbay, D. S. Gubbay, R. Penson, E. A. Irving, P. P. J. Wadehouse, the Hon. Mr. Murray Stewart, Mr. and Mrs. Frank Maitland, Mr. H. P. 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SHANGHAI, YOKOHAMA, ETC.	NAMSANI	MONDAY, 29th Nov., 3 P.M.
MANILA	CHOYANGI	WED'DAY, 1st Dec., 4 P.M.
SINGAPORE	AMARI	WED'DAY, 1st Dec., 3 P.M.
MANILA	YUHNSANGI	FRIDAY, 3rd Dec., 3 P.M.
SINGAPORE, PENANG & CALCUTTA	FOOKANGI	TUESDAY, 7th Dec., 3 P.M.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kwangsang*, *Namsoni* and *Yokohama* leave about every 3 weeks for Shanghai and Yokohama returning via Kicks (Inland Sea) and Moll to Hongkong, providing a stay of 5 to 6 days in Japan. Passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Care on through Bills of Lading to Yangtze Ports, Chefoo, Tsinan & Newchwang.

Taking Care on through Bills of Lading to Kudat, Labud, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LTD.

General Manager.

6th Floor, No. 41, 2nd November, 1909.

Interport Cricket.

FOURTH DAY.

STRAITS v. HONGKONG.

[By Our Special Representative.]

25th November.

Play in the Interport Cricket Tourney was resumed this morning on the Cricket Ground in excellent weather and before the largest attendance of spectators that had yet been seen on the field—due no doubt to the fact of the day being public holiday in honour of H.M. King Edward's birthday. Also many people who had attended the unveiling ceremony in Statue Square at ten o'clock dropped in at the Cricket Ground afterwards to watch the game. When play stopped on the previous evening, Hongkong were all out for 211 against 179 scored by the Straits in their first innings.

TO-DAV'S PLAY.

The Straits opened their second innings by sending out B. L. Eddis and N. Grier. Eddis took the first over at the Naval Yard end and from Bird. The first ball of the innings was blocked and the remainder of this over consisted of finely pitched deliveries of which Eddis failed to open the scoring. Capt. Baird took over the bowling at the other end and Grier hit the third ball to score a single. Eddis scored another single off a pull to square leg and Grier sent the next ball to leg boundary for 4 and scored another single from a leg hit in this over. Grier now faced Bird and was neatly caught at point by Maundrell, with the score standing 7-1.

Lieut. Clarke went out to the wicket next and took Bird's last ball carefully. Eddis took Bird's ensuing over, and cut the third volley to the boundary for 4. Off the last ball of the over he hit a single into mid-field where he was missed by Turner. Off Bird's next over Clarke had a long straight drive for a single and another off Baird's ensuing attack. When Clarke again faced Bird he cut the last ball to the boundary. Eddis had a fine drive for 2 off the first ball sent down against him, Oliver fielding the leather just on the boundary. This he followed up with a single bringing the score up to 20. Off Bird's next over Clarke made a single to leg. When Baird next assumed the attack, Eddis had a chance to Bird at point but was missed. The subsequent volley was driven into the long field for one run. Clarke lived the game up with a pull to the square-leg boundary for 4 off Bird's next over.

With the score standing at 30 Bagnall took over the bowling from Baird and opened with a couple of fast balls. His third went bye and his fourth was driven by Eddis into the long field for 2. The last ball of the over was cut into the slips for a single. Off Bird's next attack Eddis (who had meanwhile charged his bat) failed to score and a maiden was recorded. Bagnall now sent down a very fast over against Clarke, who was unsuccessful in getting him away through the field. When bowling changed end, Eddis was neatly caught in the slips by Baird. Score—41-2-16.

Zehnder took up the bat in his place and took Bird's opening ball carefully. Only two balls had been sent down from Bird's end when 'over' was called. Oliver took the bowling over from Bagnall and was cut into the slips for a single by Clarke. When Clarke took up the defence against Bird's attack he scored a boundary hit to leg. Off Oliver's next over Zehnder had a cut for a single. The second ball played by Clarke was retraced softly into the bowler's hands and he retired with the score reading 41-3-17.

Hickey was the next man to go to the wicket. He played Oliver's opening deliveries carefully, but was unfortunate in being given out l.b.w. at the last ball of the over. The score now stood at 48-4, just as the saluting guns went at 12 o'clock.

R. M. McKenzie went in next and joined Zehnder, who had a nice low drive to the off in. Bird's ensuing over. The rest of this essay was fruitless of runs. When Oliver again took the ball Zehnder pulled a loose ball round to square-leg for a run and sent the subsequent ball in the same direction for a single. Eddis was changed without further scoring. Off Bird's next over Zehnder had a fine drive to the Pavilion for 4, but he was smartly caught out by the bowler from the last ball of the over. Score—56-5-8.

V. Brown went out to partner McKenzie at the wicket and pulled his first ball to leg for one run. He then faced Oliver's bowling and played the first deliveries very carefully. The fourth ball he cut into the slips for a single. McKenzie played the last ball short. Brown was now facing Bird, whose second delivery he drove into the long field where he was badly missed by Edwards, who is usually a safe catch. A single run was taken off this hit and there was no further scoring in this over. In the next from Oliver's end, Brown had a cut for a single. McKenzie followed with a straight low drive, also for a single, and the next ball Brown dully pulled round to square-leg for 2. When McKenzie again faced Bird he found the bowling hard to get away and a maiden resulted. Oliver's next over sent down against Brown was also a maiden. The second ball in Bird's subsequent over was strongly hit by McKenzie into the long field, where he was cleverly caught out by Edwards. Score—63-6-1.

Bubbuck now took up the bat and as he was suffering from lameness, he was accompanied to the wicket by Eddie as runner. The last ball of Bird's over he drove to the off for a couple of runs. Off the third ball of Oliver's next attack Brown had a fine hit to the long-off boundary for 4 followed by a single off the last ball. Off the first ball of the next over from Bird's end, however, he was caught in the slips by Grier and retired with the score at 70-7-11.

Maartens joined Bubbuck at the wicket but was unlucky in being caught behind by Baird off a skied ball after scoring a couple. Score—70-8-12.

Hennessy went next to the wicket and took Oliver's next over, the last ball of which he

pulled to square-leg for 2. Bubbuck had a fine drive to the Grand Stand off Bird's ensuing over and also scored a single. When he faced Oliver again he made a sharp hit to the off for one run. Hennessy followed this up with another single hit into the long field, and the last two balls of this over Bubbuck pulled round to the square-leg boundary for 4 each. After a single off Bird to the next over, Bubbuck had a fine boundary hit to leg for 4 and another drive into the long field for 4, bringing the score up to the century.

At this stage Capt. Baird took over the bowling from Oliver at the Naval Yard end and with his first ball he clean bowled Hennessy with a fast nicely pitched delivery. Score—100-9-3.

Cavendish was last man to go to the wicket and took the rest of Bird's over without scoring. When the bowling changed ends Bubbuck played on to his wicket off Bird and the Straits were thus all out for 101 against 179 scored by the Straits in their first innings.

HONGKONG—SECOND INNINGS.

T. E. Pearce, l.b.w., b Clarke	16
E. C. Elborough, not out	30
W. C. D. Turner, not out	6
R. E. H. Oliver	
Capt. H. M. C. Baird	
Rev. W. H. Maundrell	
W. N. Edwards	
Capt. C. E. Garnett	
Lieut. H. W. Green	
Lieut. H. G. Buggall	
R. E. O. Bird	
Extras	

Total (for 4 wicket) 70

* Declared closed.

BOWLING ANALYSIS.

HONGKONG—SECOND INNINGS	O. M. R. W.
O. H. Hennessy	9 22
Lieut. Clarke	5 21
R. M. McKenzie	7 17

R. E. O. Bird

Extras

Total (for 4 wicket) 70

* Declared closed.

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Extras

Total (for 4 wicket) 70

* Declared closed.

HONGKONG—SECOND INNINGS.

HONGKONG—SECOND INNINGS	O. M. R. W.

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SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOURI & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

ST. CKS.	NO. OF SHARES	VALUE	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS
				RESERVE	AT WORKING ACCOUNT			
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$1,100,000 \$350,000	\$1,001,819	Interim of 4/2 for account 1909 @ ex 1/9/1 = \$12.72	4%	\$995 sales London £91.5/-
National Bank of China, Limited	99,925	7	6	\$4,000 \$3,000	\$20,553	5s (London 1/6) for 1909	...	50s buyers
Marine Insurance.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$150,000 \$100,793	none	5s for 1908	7%	\$165s sales
North China Insurance Company, Limited	10,000	15	5	\$1,500,000 \$100,000 \$100,793	\$1,160,512	Interim of 7/6 for 1908	51%	£1,165 buyers
Union Insurance Society of Canton	12,400	\$250	\$100	\$1,000,000 \$110,748 \$105,240 \$108,600	\$2,464,931	Final of 5/7 making 54s for 1907 and Interim of 5/30 for 1908	51%	\$160 buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$1,000,000 \$194,405 \$199,104	\$7,087	5s and bonus 5s for 1907	7%	\$130 sellers
China Fire Insurance Company	70,000	\$100	\$50	\$1,000,000 \$130,605 \$138,181	\$175,341	5s and bonus 5s for 1907	7%	\$115 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,413,173	368,711	5s for 1907	7%	\$175 sellers
Shipping.								
China and Manila Steamship Company, Limited	30,000	\$25	\$15	\$7,000 \$230,000 \$100,8	\$1,015	5s for 1906	58%	\$8 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$250,000 \$107,500 \$119,167 \$28,045	Nil	5s for year ending 30.6.1908	7%	\$13
Hongkong, Canton & Macao Steamboat Co., Ltd	80,000	\$15	\$15	\$2,700 \$1,100,000 \$100,000	\$2,70	Interim of 5/4 for account 1909	7%	\$105 buyers
Indo-China Steam Navigation Co., Ltd. (Deferred)	60,000	45	45	\$1,100,000 \$120,000 \$120,000	\$13,755	6/- for 1907 on Preference shares only @ ex 1/9/16/16-53, 154 Final of 2/- for 1908 and interim of 1/- for 1/9/16/16-53, 154	...	\$60 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	41	41	\$780,000 \$200,000	\$61,812	5/- for 1909	66/6 buyers	
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$55,000 \$48,000	\$1,122	5/- for year ending 10.4.1909	4%	\$26 sales
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$350,000 \$350,000	Dr. \$1,58	5s for year ending 31.12.08	38%	\$159 buyers
Luxon Sugar Refining Company, Limited	7,000	\$1	\$100	none	Dr. \$135,80	5s for 1897	...	\$21 buyers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	\$1,000,000	Tls. 31	5s for year ending 31.8.08	...	Tls. 300 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	1	1	\$175,000	4.43	Final of 1/ making 3/- for 1909	7%	Tls. 191
Raub Australian Gold Mining Company, Limited	150,000	18/10	18/10	\$15,280	Dr. £1,191	No. 12 of 1/-=48 cents	57%	sellers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$18,956	Dr. Tls. 141	5s 1/2 for year ending 31.12.16	...	51/2
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$55	\$50	\$16,800 \$16,800	None	None	...	\$61 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	55	50	\$100,000 \$122,000	Tls. 102	Interim of 5/- for account 1909	...	\$53 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 69,157 Tls. 50,00	Tls. 635,162	Final of Tls. 2/- for year ending 30.4.09	64%	Tls. 76 sellers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 10	Tls. 100	Tls. 155,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	7%	Tls. 128 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 10	Tls. 100	Tls. 15,000	Tls. 4,154	Tls. 6 for year ending 29.2.09	51%	Tls. 105 buyers
Central Stores, Limited	50,123	\$15	\$15	\$1,000,000	224,641	\$1.20 on old and 60 cents on first new issue	...	\$17 sellers
Hongkong Hotel Company, Limited	12,000	\$5	\$5	\$548,927	56,372	Interim of \$2.40 on old and 40 cents on new shares for account 1909	...	\$75 sales
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$1	\$1	\$14,018	56,475	Interim of 3/- for account 1909	61%	\$103 sales
Humphreys Estate & Finance Company, Limited	150,000	\$1	\$1	\$250,000	55,486	60 cents for 1908	51%	\$9 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	\$18,178 \$18,181	578	5/- for 1908	5%	\$50 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,528,045 Tls. 300,000	Tls. 142,404	Interim of Tls. 3 for account 1909	61%	Tls. 120 sellers
West Point Building Company, Limited	12,500	\$50	\$50	none	1,068	Interim of 5/- for account 1909	81%	\$44 sales
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	Tls. 150,000	Tls. 8,820	Tls. 5 for year ended 31.10.08	31%	Tls. 145 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	Tls. 15,939	59,553	50 cents for year ending 31.7.08	6%	56 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,372	Tls. 6 for year ending 30.9.06 (8%)	...	Tls. 85
Lau-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 10	none	Tls. 4,820	Tls. 4 for 1908	...	Tls. 100
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 50	11.1,172	Tls. 15,922	Tls. 5 for 1906	...	Tls. 435
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	1,500	648	15/- per share for 1908	...	\$10
China-Borneo Company, Limited	60,000	\$12	\$12	\$40,000	Nil	81.20 for 1.08	9%	\$12 sales
China Light and Power Company, Limited	50,000	\$10	\$10	none	60,118	50 cents for year ended 28.2.06	56%	\$6 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	none	3,407	80 cents for 1908	51%	\$91 sales
Dairy Farm Company, Limited	40,000	57	56	\$1,000	1,89	\$1.10 for year ending 31.7.09	51%	\$161 sellers
Green Island Cement Company, Limited	400,000	57	50	none	5,756	Interim of 35 cents for account 1909	12%	\$78 sales
H. Price & Company, Limited	12,000	\$10	\$10	\$1,000	5670	8 cents for year ending 31.12.08	8%	\$12 sales
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	55193	5/- and bonus 5/- for year ending 29.2.09	6%	\$103 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	none	56,616	Interim of \$1 for account 1909	10%	\$180 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	none	57,690	Interim of \$1 for account 1909	8%	\$13 sellers
Maastrichtspoor tot Mjoe, Bosch- en Landbouwex	25,000	Geo. 100	Geo. 100	Tls. 57,450	Tls. 31,6582	Third of quarterly of Tls. 14.1 for account 1909	...	Tls. 707 sales
Peak Tramways Company, Limited	25,000	\$10	\$10	120,000	51,204	80 cents for fully paid shares and 8 cents on paid shares for year ending 30.4.09	6%	\$140 buyers
Pantipine Company, Limited	50,000	\$10	\$10	none	52,613	5/- paid shares for year ending 30.4.09	3%	501 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 14,810	Tls. 5,250	None
South China Morning Post, Limited	6,000	Tls. 25	Tls. 25	none	None	Final Tls. 5 making Tls. 8 for 1908	41%	Tls. 112 sales
Steam Laundry Company, Limited	20,000	\$25	\$25	none	None	40 cents for year ending 31.5.09	7%	\$135 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	none	51,728	60 cents for year ending 31.7.10	5%	\$101 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	none	53,422	60 cents per ord. share for year ending 31.5.09	61%	\$128 sellers
Watson (A.S.) & Co., Limited	90,000	\$10	\$10	\$100,000	52,613	Final of 50 cents for 1908	61%	\$82 sellers
William Powell, Limited	15,000	\$7	\$7	none	52,613	Final of 30 cents, making 80 cents for the year ended 30.6.08	61%	\$33 sellers
RUBBERS.								
Anglo-Malay Rubber Company, Limited (fully paid)	1,000,000	2/-	2/-	none	52,613	Interim of 121/2% for account 1909	14/3 to 6	62 buyers